Date of Incident	Type of Incident	Corrective Action	Corrective Action Completion Date
4/10/2010	Excess Emissions	steaming procedure was reviewed with operations personnel and additional wording will be added to capture learnings about draining low points	2/4/2015
4/29/2010	Excess Emissions	process engineering will reevaluate the level alarm system on 7CC25 as a preventative measure for the future	June, 2010
4/30/2010	Excess Emissions	process control engineers added a protective function in response to a failure of analyzer 4AI102	5/27/2010
6/19/2010	Excess Emissions	dry point temperatures will be monitored to limit the corrosion potential	7/26/2010
7/20/2010	Excess Emissions	Recommendations to avoid a reoccurrence of excess flaring wihile K100 is down for repairs are: 1. DCU to notify FGR console operator proior to the venting to the flare process is to begin for blowdown, 15 minutes prior. 2. FGR console operator is to begin cycling up to 4 compressor and monitor the kickback valve adn flare line pressures. 3. Once FGR compressors are cycled up, DCU may begin to slowly open up to the flare for venting during the blowdown drum process. 4. Operations console operators should all monitor the following tags to help keep the venting under controlL 19SO2FLAMEDRYPC17, 15FI424.PV, 19FGRCMPRCOUNT, and 19PC281.PV	FGR automatic controls were implemented summer of 2011 to address this issue.
10/11/2010	Excess Emissions	Normal startup and shutdown procedures were followed and operations will consider reviewing these procedures	10/11/2010 (no changes requierd)
10/15/2010	Excess Emissions	Operations staff was informed of the importance of slowly venting during blowdown and allowing time for FGR compressors to kick on to keep the flare system in control if K100 is running or down	11/30/2010
10/20/2010	Excess Emissions	The amine strength has been increased slightly and the lean amine operating temperature was lowered from 106 degrees to 100 degrees. Also, condensate additions to the amine system will be metered	10/20/2010
11/23/2010	Excess Emissions	the problematic valves have been added to a yearly check off sheet for cold weather protection	12/28/2010
11/25/2010	Excess Emissions	the alarm system is being upgraded to improve reliability of the system	12/21/2010
1/6/2011	Excess Emissions	the 4 instrument air compressors have been reconfigured to have the 4 compressors on 3 different breakers	1/21/2011
3/7/2011	Excess Emissions	tanks 20 and 105 will be routinely checked to ensure the level gauge is functioning properly, including field verification that the tank level is matching the computer display	3/7/2011 (this action was already part of plant practice)
4/13/2011	Excess Emissions	instrument technicians will check the hiway box conditions prior to startup activities	4/13/2011 (this action was already part of plant practice)
5/10/2011	Excess Emissions	the fire eye testing procedure was changed to clearly specify the amount of delay required between each fire eye during testing	6/30/2011

Date of Incident	Type of Incident	Corrective Action	Corrective Action Completion Date
7/29/2011	Excess Emissions	soot blower lances will be repaired	March, 2014
8/16/2011	Excess Emissions	Operator was informed of the proper procedures to follow for transitioning the unit to hot standby. Operations is investigating ways to automatically operate on ratio control including providing alarms.	No changes to the ratio control system were required
10/9/2011	Excess Emissions	the fuse was immediately replaced	11/28/2011
6/13/2012	Excess Emissions	operations personnel have been informed of the importance of following isolation procedures	6/26/2012
7/11/2012	Excess Emissions	the faulty fuel gas supply valve switch was replaced	7/24/2012
4/18/2013	Excess Emissions	the faulty check valve was blocked in and will not be put back in service until operations verifies for proper function	This work is still pending
11/13/2013	Excess Emissions	The faulty computer system that caused the SRU3 trip is being replaced over approximately the next year. Corrective action for the SRU4 incident includes new written procedures for single SRU operating scenarios and additional training of SRU operations personnel.	The computer system replacement is still pending
1/8/2014	Excess Emissions	the computer control system was changed to make it easier for the operator to perform skimming hydrocarbon from the absorber and to keep the amine criculation at the normal rates	2/25/2014
3/4/2014	Excess Emissions	PSR has checked the flare line for low points that may accumulate liquids. PSR has also checked PRV's on the ALKY2 th check for premature relief. ALKY2 PRV's did not relieve early. PSR is also testing the plant amine system to allow for a higher amine temperature that would lessen hydrocarbon condensation. PSR is also evaluating engineering solutions to allow the system to better handle significantly abnormal conditions.	May, 2014
4/21/2014	Excess Emissions	decomissioned line has been air gapped	5/29/2014
4/30/2014	Excess Emissions	the auto-start system on 4BG30A will be repaired	9/22/2014
8/20/2014	Excess Emissions	Shutdown/hot standby procedures will be reviewed and updated as needed. Also, the H2 analyzer and flow controller have been repaired.	9/25/2014
1/3/2015	Excess Emissions	both the ALKY1 PRV and DCU blowdown compressor 15K100 have been repaired and put back into service	2/16/2015
2/12/2015	Excess Emissions	the liquid mover system wsa inspected and cleaned	3/30/2015
2/20/2015	Excess Emissions	new procedures will be developed for future flare shutdowns and associated decontamination activities, before any future planned maintenance activities. PSR will provide NWCAA the new procedures once completed	This corrective is still being developed